

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

Balchik

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March 1953

1. An airfield is allegedly under construction between Tsürkva (formerly Ala Klise, located ten kilometers west of Balchik), Khrabrovo (formerly Khamzalar, located three kilometers north of Tsürkva), and Lekhovo (formerly Evlekler, located three kilometers southeast of Khrabrovo). This airfield is reported to be approximately 1,000 x 2,000 meters in size.

20 April 1953

2. There are two airfields located at Balchik, as follows:
 - a. The old airfield located one kilometer north of the road leading to Kavarna; a training group and a reconnaissance flight (orlak) are based at this airport; and
 - b. The new airfield, 2,300 meters long, with a concrete runway, is located three kilometers east of Balchik and south of the road to Kavarna; this field is to be used by bombing aircraft; several jet airplanes were observed here.

Bezmer (20 April 1953)

3. Bezmer airfield, just as the airfields of Balchik and Dobrich, was allegedly constructed by the Soviets for their own use.
4. There are at least six training aircraft stationed at Bezmer. The concrete runway at this field is reported to be 2,500 meters long. Underground installations are reportedly being completed. At the same time, hangars have been constructed above ground.

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5. Antiaircraft machine guns are located on the north side of the airfield and include three 75 mm. guns, located in revetments and camouflaged by nets. On the east side of the field there are three 37.5 mm. guns and a munitions depot is located nearby.
6. The Bezmer air school uses about 20 Soviet piston-engine MIGs and 10-12 reconnaissance planes.
7. Night training flights take place frequently at Bezmer airfield. Courses in parachuting are also given. Three towers erected for parachute practice are now being dismantled. The three airplanes used in parachuting practice are still located at the field.

Cherna Gora (Late 1952)

8. The Cherna Gora emergency airfield,¹ started by the Germans in 1943, was never used by them. Not until 1949 did the Bulgarians complete construction work here. The munitions and fuel depots are partially underground and are covered with tree trunks and earth. This field is guarded by soldiers based at the Koli Ganchevo, Stara Zagora Okoliya, airfield.
9. The following legend refers to a sketch of Cherna Gora airfield, included as Appendix A, on page 9 :

- A. Cherna Gora Railway Station
- B. School
- C. Tile Factory
- D. Monastery
- E. Cherna Gora Airfield

1. Headquarters and observation post
2. Hangars
3. Depot for machine gun ammunition
4. Depot for artillery ammunition
5. Guard post
6. Bomb depot
7. Fuel and lubricants depot

Dobrich Airfield (10 April 1953)

10. Dobrich airfield is located at the intersection of the Dobrich-Paskalevo-Rositsa and the Dobrich-General Toshevo-Kardam roads. The runway is concrete and runs in a northwest-southeast direction. On 10 March 1953, six jet aircraft and several YAK-9s were observed at this field.

Dolna Mitropoliya (29 April 1953)

11. The Dolna Mitropoliya airfield is limited to the north by the village of Dolna Mitropoliya and to the east by the Yasen - Dolna Mitropoliya railroad. This airfield is in the shape of a trapezoid with two parallel bases running east and west. It includes four hangars two of which are located in the northwest corner of the field and two on the north side. Additional buildings are located between the airfield and the village. This field has no concrete runway.

Gabrovnitsa (Summer 1951 - May 1953)

12. During the summer of 1951, construction work started at Gabrovnitsa, located 14 kilometers north-northeast of Mikhaylovgrad, at the site of an old airfield used by the Germans in World War II. This construction work included buildings and a concrete runway. As of May 1953, this field was in use and was occupied by jet aircraft.

Marino Pole (September 1952)

13. The 6 Air Fighter Regiment is stationed at the Marino Pole airfield.² About 100 planes are based here, including Messerschmitts and planes supplied by the Soviet Union. The 6 Air Fighter Regiment is composed of four squadrons of four flights each, with 4-5 planes per flight. A chief mechanic (a captain) is attached to each regimental squadron. All pilots are officers and flight engineers are noncommissioned officers. Pilots are trained on "Kukurus" aircraft. Total personnel amounts to 350 officers, noncommissioned officers and men, with a high percentage of officers.

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14. The following legend refers to a sketch of Marino Pole airfield included as Appendix B on page 10:

1. Headquarters, a building surmounted by the control tower
2. Barracks
3. Hangars
4. Fuel tanks
5. Workshops
6. Munitions depots
7. Officers' club
8. Grade school, for children of Air Force personnel
9. Guard post
10. Quarters of the regimental commander
11. Canteen
12. Tailor shop
13. Shoemaker shop
14. Musicians' building
15. Bakery
16. Stable
17. Vegetable garden
18. Home of gardener
19. Homes of officers, noncommissioned officers, and civilian employees
20. Two antiaircraft guns
21. Take-off and landing direction; there are no runways
22. Beacons
23. Aircraft repair shop
24. Railroad to Botevo from the airplane repair shop.

Orlino (Autumn 1952)

15. Orlino airfield³ is located eight kilometers from the road to Dospat and 25 kilometers from the Greek border. This airfield was constructed prior to World War II for use by light aircraft. It was converted into an air base in 1949 by the Soviet engineer Kovaliev who had the entire area leveled so that it now covers an area 1,000 by 1,350 meters; a military road was constructed in the direction of Velingrad; no civilian vehicle is allowed to travel along this road.

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16. Installations at Orlino Airfield include the following:
- a. A building reserved for headquarters;
 - b. A building used as a barracks for troops;
 - c. An underground weapons and munitions depot;
 - d. Eight parking areas 70 meters long, 20 meters wide, 4 meters high, to be used by fighter aircraft;
 - e. An underground parking area 70 meters long and 30 meters wide to be used by bomber aircraft;
 - f. At the exit of each of these underground parking areas a concrete ramp of the same width as the parking area and 30 meters long with a slope of approximately 30 degrees;
 - g. These ramps terminate at a concrete platform 250 meters wide and 1,000 meters long; and
 - h. A grass covered airfield 1,000 x 1,000 meters in size.
17. There is no beacon at this airfield but at the two extremities of the concrete-paved area there are two searchlights which are covered during the daytime.
18. The airfield is surrounded by a barbed wire fence and is located in a wooded area. There are trees between the underground parking areas and evergreens on top of these areas.
19. No details are available as to the exact number of aircraft based at this airfield but the parking areas are filled as are the ramps and the number of aircraft is sufficient to constitute, if not a regiment, at least two groups (Orlaks).
20. The unit commander is Major Vasil Vasilev, [redacted] He commands approximately 60 officers, for the most part pilots, and approximately 100 men responsible for guarding the area. The whole unit is subordinate to the 5 Air Force regiment of Plovdiv. 50X1-HUM
21. The following legend refers to a sketch of Orlino Airfield included as Appendix C on page 11:
1. Headquarters
 2. Barracks
 3. Weapons and munitions depot
 4. Underground airplane parking areas, 20 x 70 meters in size
 5. Ramp, 30 x 30 meters in size
 6. Underground airplane parking areas, 30 x 70 meters in size
 7. Ramp, 30 x 30 meters in size
 8. Concrete apron, 1,000 x 250 meters in size
 9. Leveled area, 1,000 x 1,000 meters in size
 10. Fixed guard posts; two guards at each post

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- 11. Searchlights
- 12. Barbed wire fence
- 13. Military road

Petrich (late February 1953)

- 22. A landing field is being expanded at Petrich. A large quantity of construction material including cement, corrugated metal, and other metal construction material was transported to this area in February 1953.

Pleven (September 1952)

- 23. Pleven Airfield⁴ is located 40 kilometers north from the city of Pleven along the Pleven-Nikopol railway line, one kilometer west of the railway line. The village of Gorna Oryakovitsa is located north of the field.
- 24. Pleven Airfield is 4-5 kilometers long and 1.5-2 kilometers wide. In the south-eastern corner of the field there is a barracks for troops, a two-story building, and a hangar; additional buildings, offices, and barracks are under construction. In September 1952 the foundations of these buildings had been completed. There is no concrete runway at this field. As of September 1952, Pleven Airfield was occupied by approximately 200 soldiers and 15-20 aircraft, both single and twin engine, of unidentified type.

Plovdiv

Late February 1953

- 25. Large airplane assembly workshops have been installed at Plovdiv Airfield, located four kilometers southeast of the city of Plovdiv. A concrete runway 2,300 meters in length has been completed. An "independent" detachment of bombers is based at Plovdiv. For the present, these assembly plants are working on twin engine aircraft which arrived by railway unassembled from Varna. They are also working on aircraft which flew to Plovdiv from Rumania. Among the eight Soviet technicians working at this assembly plant there is a Russo [] who previously worked in 50X1-HUM the Caucasus and in Rumania.

8 March 1953

- 26. Plovdiv Airfield has apparently undergone no new construction work since the summer of 1952. On 8 March approximately 20 YAKs (YAK-3 or YAK-9) were parked in front of the hangars.

March 1953

- 27. Construction work at the Plovdiv Airfield is being completed. Repair shops have been installed. Underground depots have also been constructed at the four corners of the field. They are to be used as fuel and munition depots. Additional depots are located above ground and equipment necessary for repairs as well as spare parts are maintained in these depots. These spare parts are for MIG-15 and MIG-21 aircraft. Following renovation work at Plovdiv Airfield the hangars can now hold 80 fighter aircraft. A total of 160 aircraft may be stationed in the hangars and on the airfield.

20 March 1953

- 28. Plovdiv Airfield, located three kilometers east of the city of Plovdiv, has been modernized and lighting facilities have been installed for use in night training flights of bombers. This field is also used by civilian aircraft and members of

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DOSO undergo training here.

Radomir (Late 1952)

29. Radomir airfield is located four kilometers northeast of the city of Radomir on the eastern side of the Radomir-Dupnitsa road. This field, which is 1700 x 1000 meters in size, is an emergency field with a grassy, dry surface and no drainage facilities. In the spring of 1952, a group of 15 men worked on leveling the ground here. Signs were placed around the area to indicate that it was restricted.
30. A sketch of Radomir airfield is included as Appendix D on page 12.

Sofia/Bozhurishte (Late 1952)

31. The Sofia/Bozhurishte airfield is located 30 kilometers east of Sofia and borders on the Sofia-Bozhurishte railroad. The field is connected with the main road by a paved road one kilometer in length. This airfield is 4,000 x 2,000 meters in size and has a compact, grassy surface, with no drainage facilities. Prevailing winds are from the southwest and northeast.
32. The following legend refers to a sketch of the Sofia/Bozhurishte airfield, included as Appendix E on page 13:
1. Three airplane hangars, 100 x 50 meters in size
 2. A two-story building, 130 x 40 meters in size, used as a headquarters and troop barracks; a radio station is located in this building
 3. A building identical to that described in Para. 31.2 above, used as a troop barracks
 4. An underground fuel depot, located on the western edge of the field; capacity unknown.
33. A fighter group is based at this airfield and includes the following:
- a. A group commander, Lieutenant Meldzhikov,
 - b. A deputy commander;
 - c. A headquarters unit, with 60 men;
 - d. A mechanics company, with 100 men; and
 - e. Three squadrons of 30 men each.
34. The following aircraft are based at the Sofia/Bozhurishte airfield:
- a. 25 YAK-9s;
 - b. Four PO-2s; and
 - c. One IL-2.
35. There are no runways or lighting facilities at this airfield. No construction work is in progress at the present time. No information is available concerning a radio goniometer or a radar installation at this field.
36. The fighter group at the Sofia/Bozhurishte airfield was organized recently and most of the time is spent on readying the aircraft for flight, with very little actual air activity.

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37. The following vehicles are located at this field:

- a. Six Soviet VLs;
- b. Four Soviet 3-ton tank trucks; and
- c. Ten Soviet 3-ton trucks.

Sofia/Vrazhdebna (1952)

38. The Sofia/Vrazhdebna airfield is located west of the Samokov - Sofia railroad, in the vicinity of the village of Vrazhdebna. A road seven kilometers in length joins the Samokov - Sofia highway to the airfield. This field is 3,000 x 1,200 meters in size, has a compact, well-drained surface, and is covered partially by grass and surrounded by cultivated fields. Predominant winds are from the southeast.

39. The following legend refers to a sketch of the Sofia/Vrazhdebna airfield, included as Appendix F on page 14:

- 1. Airplane hangar, 100 x 40 meters in size
- 2. A 1-story headquarters and troops building, 100 meters in length
- 3. An enlisted men's barracks, 200 x 40 meters in size
- 4. A fuel depot, located approximately four kilometers south of the field, in a small woods; this depot is underground and very well camouflaged; no details are known concerning its capacity.

All buildings are in brick. Workshops are located in the southeastern corner of the field.

40. Personnel based at this field include the following:

- a. The headquarters and men of a unit responsible for giving special courses to personnel of the Bulgarian Air Force; and
- b. Headquarters and men of a fighter group.

41. The training unit includes the following:

- a. Unit commander;
- b. Headquarters and instructor personnel;
- c. Motor mechanics section;
- d. Electricians section; and
- e. Armorers section.

42. The training courses are divided into two groups: one for fighter personnel and the other for bomber personnel. Each course is well equipped with materiel, except for the motor mechanics section which only have one YAK-9. No instruction was given on other planes.

43. The fighter group included the following:

- a. A group commander;
- b. A headquarters;
- c. Two squadrons; and
- d. One company of mechanics.

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44. Materiel for the training course included one YAK-9 for the mechanics, and 20 YAK-9s for the fighter group.
45. The Sofia/Vrazhdebna airfield includes a concrete runway, 1,000 x 30 meters in size. A taxi strip 500 x 30 meters in size connects with the center of the runway and is perpendicular to it. Lights are located on the northwest and southeast sides of the field, at the runway extension as well as on both sides of the runway. There are no searchlights. No construction work is at present in progress at this field.
46. Upon their arrival at the airfield, recruits start a 6-week infantry training course. Technical instruction is given in specialized groups, beginning in the seventh week. Thorough training is given in technical subjects with some instruction in other general subjects. Firing practice was given three times per year, with infantry weapons. Fighter pilots were trained in straight flying with no air acrobatics.
47. The instruction unit was equipped with four VLs and 10 Soviet trucks. The fighter group was equipped with five VLs, 15 Soviet trucks, and three 3-ton tank trucks.
48. The following officer personnel is stationed at the Sofia/Vrazhdebna airfield:
- Captain Borudin, [] commander of the training unit;
 - Lieutenant Dimitrov, [] commander of the mechanics course; and
 - Lieutenant Koltov, [] commander of the fighter group.
- Yambol (20 April 1953)
49. A large number of Soviet airmen in civilian clothes and in uniform have been observed at Yambol. Approximately 60 Soviet twin-engine aircraft, together with their Soviet crews, are located at Yambol airfield, where they arrived in early April 1953.
50. Night training flights have taken place at this field. At such times, the edges of the runway are illuminated by evenly spaced electric lights, between each of which there are devices holding flaming oil.
51. [] was observed on one of the Soviet aircraft.⁵

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[] Comments:

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- This airfield is generally referred to as the Chirpan airfield.
- This airfield is generally referred to as the Karlovo airfield.
- This airfield is generally referred to as the Dospat airfield.
- This airfield is generally referred to as the Dolna Mitropoliya airfield.

[] Comment:

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- It is not known if this Soviet air force unit is permanently based in Yambol or if it is merely in transit.

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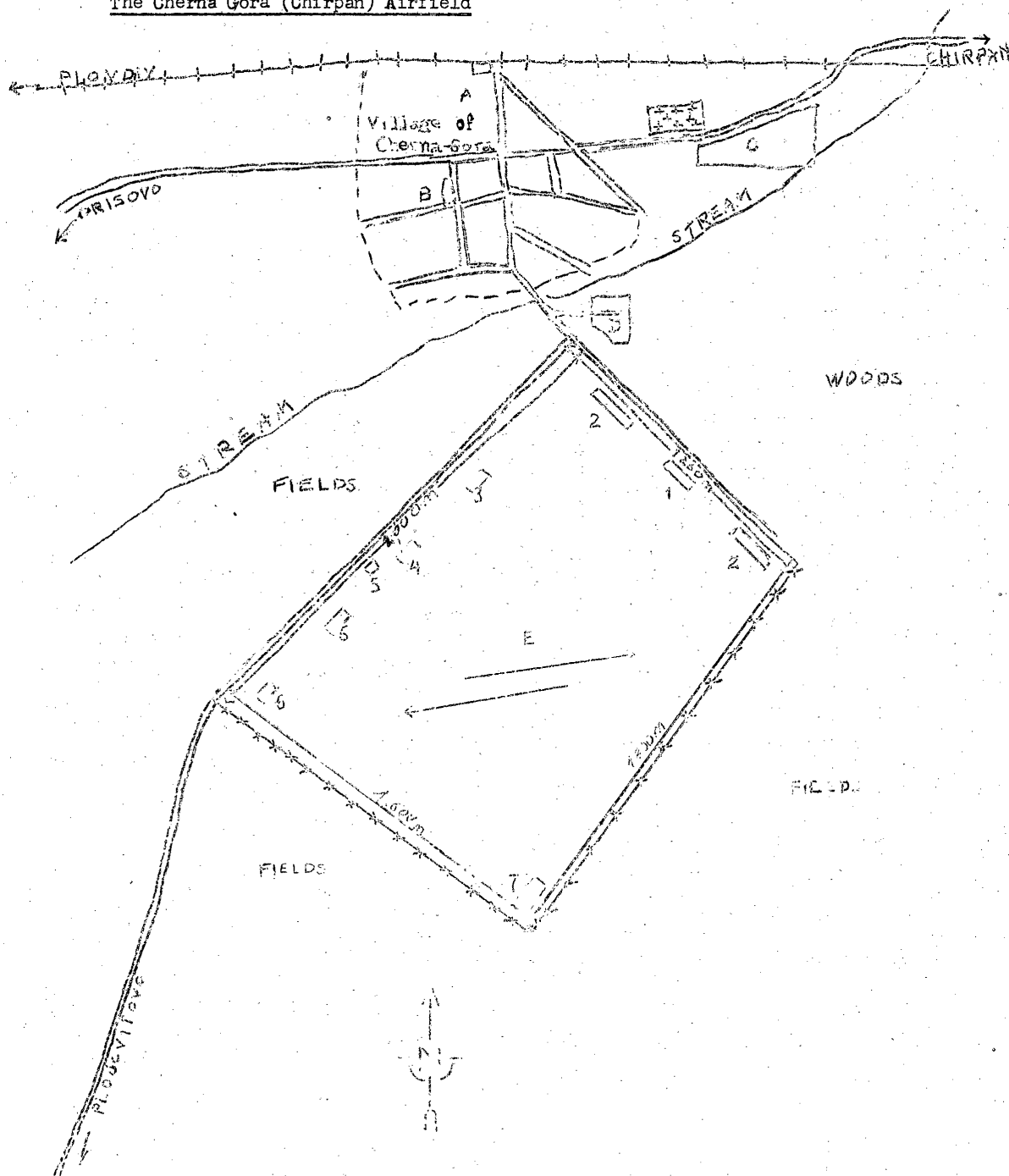
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APPENDIX A

The Cherna Gora (Chirpan) Airfield

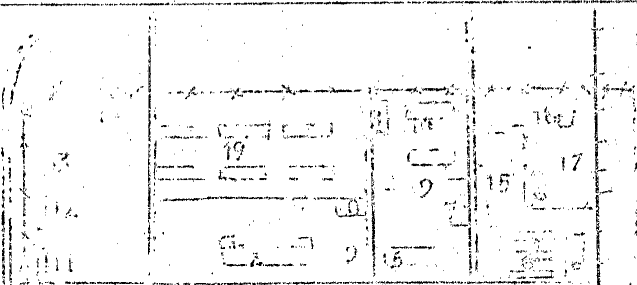
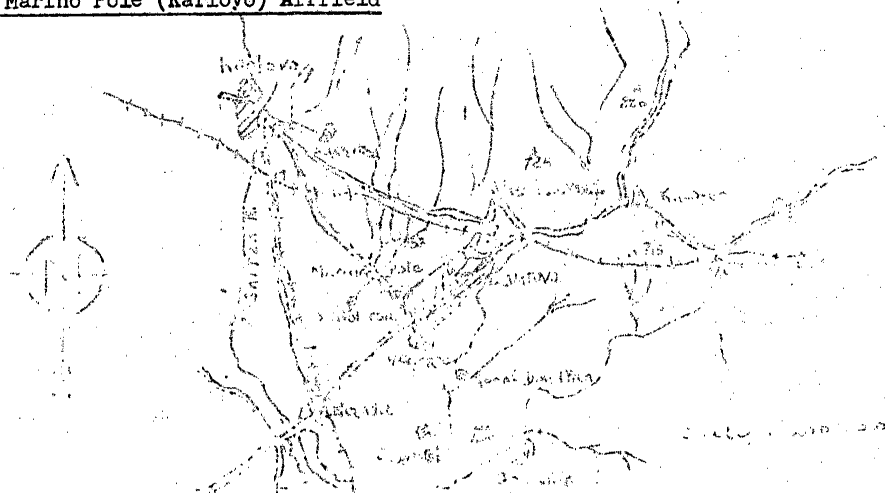


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APPENDIX BThe Marino Pole (Karlovo) Airfield

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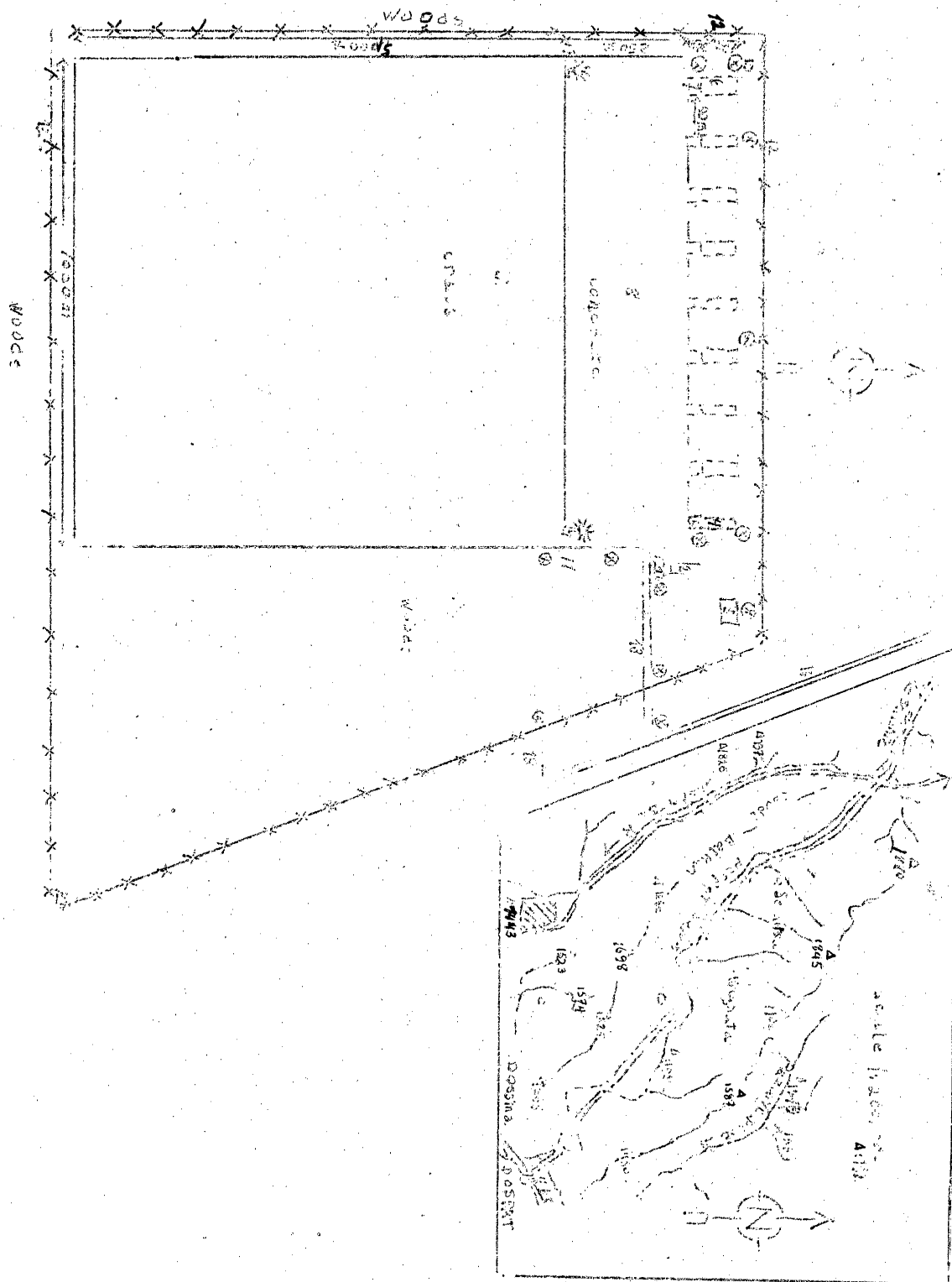
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APPENDIX C

The Orlino (Dospat) Airfield



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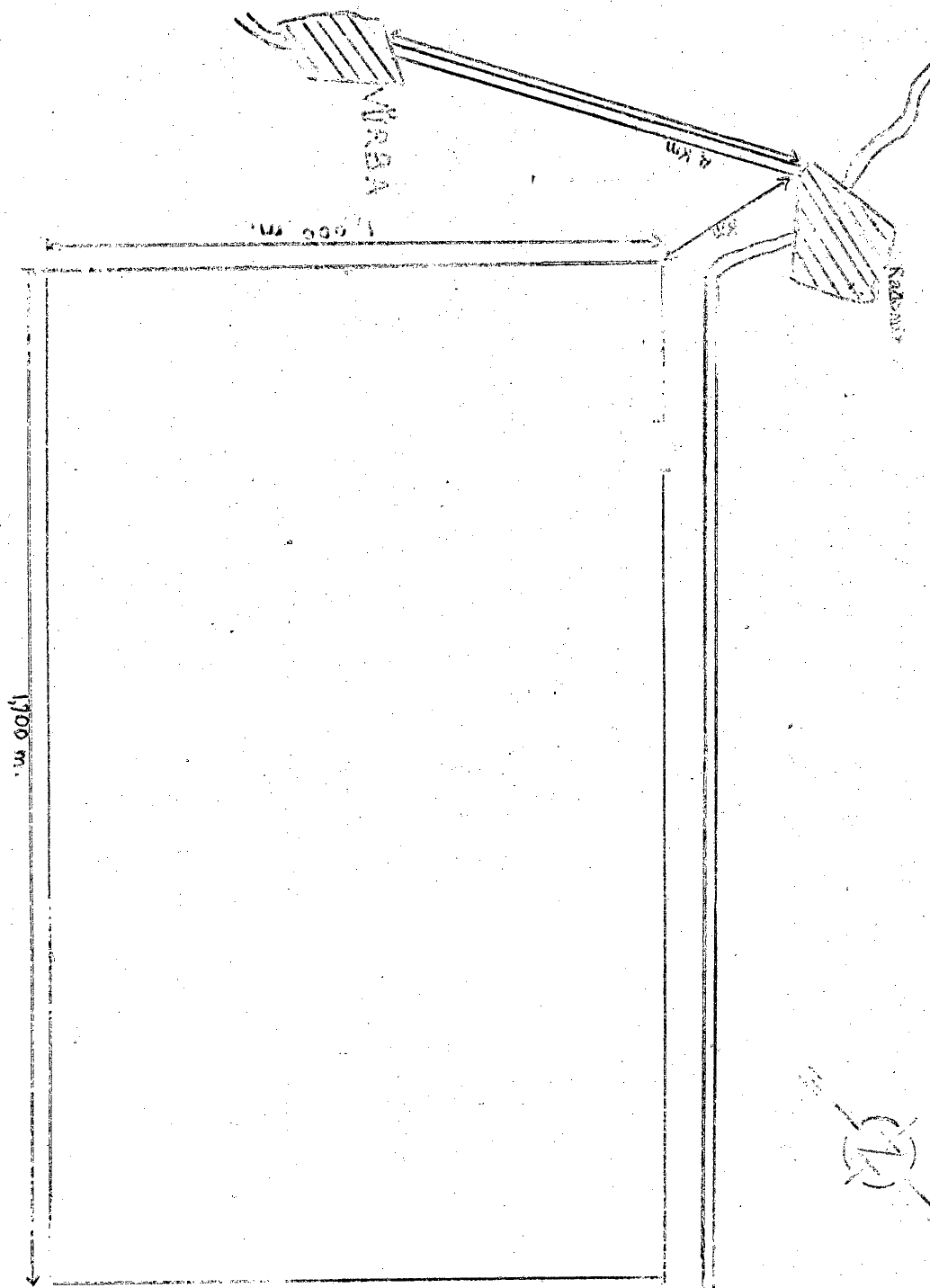
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APPENDIX D

Emergency Airfield near Radomir



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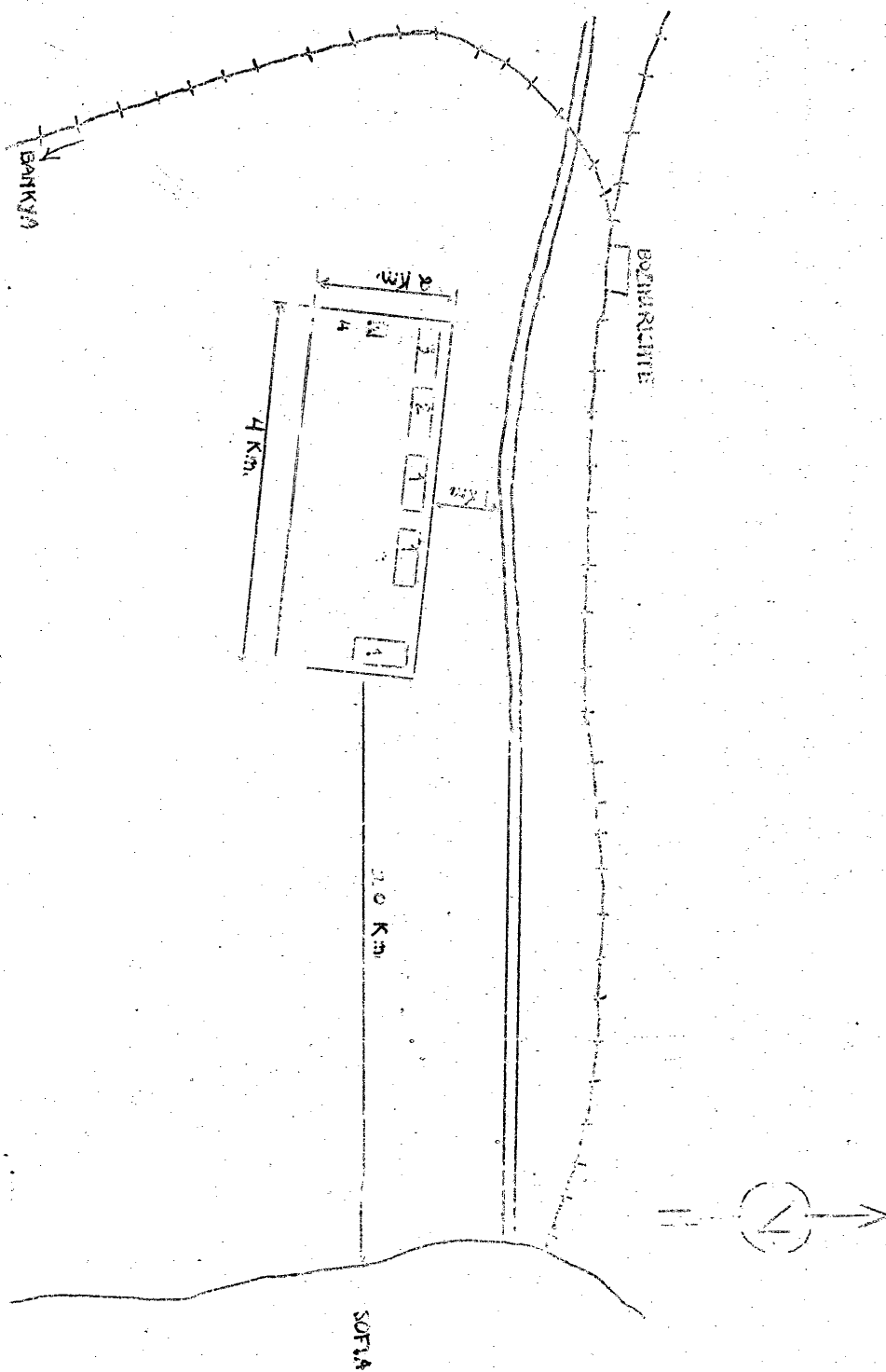
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APPENDIX E

The Sofia/Bozhurishte Airfield



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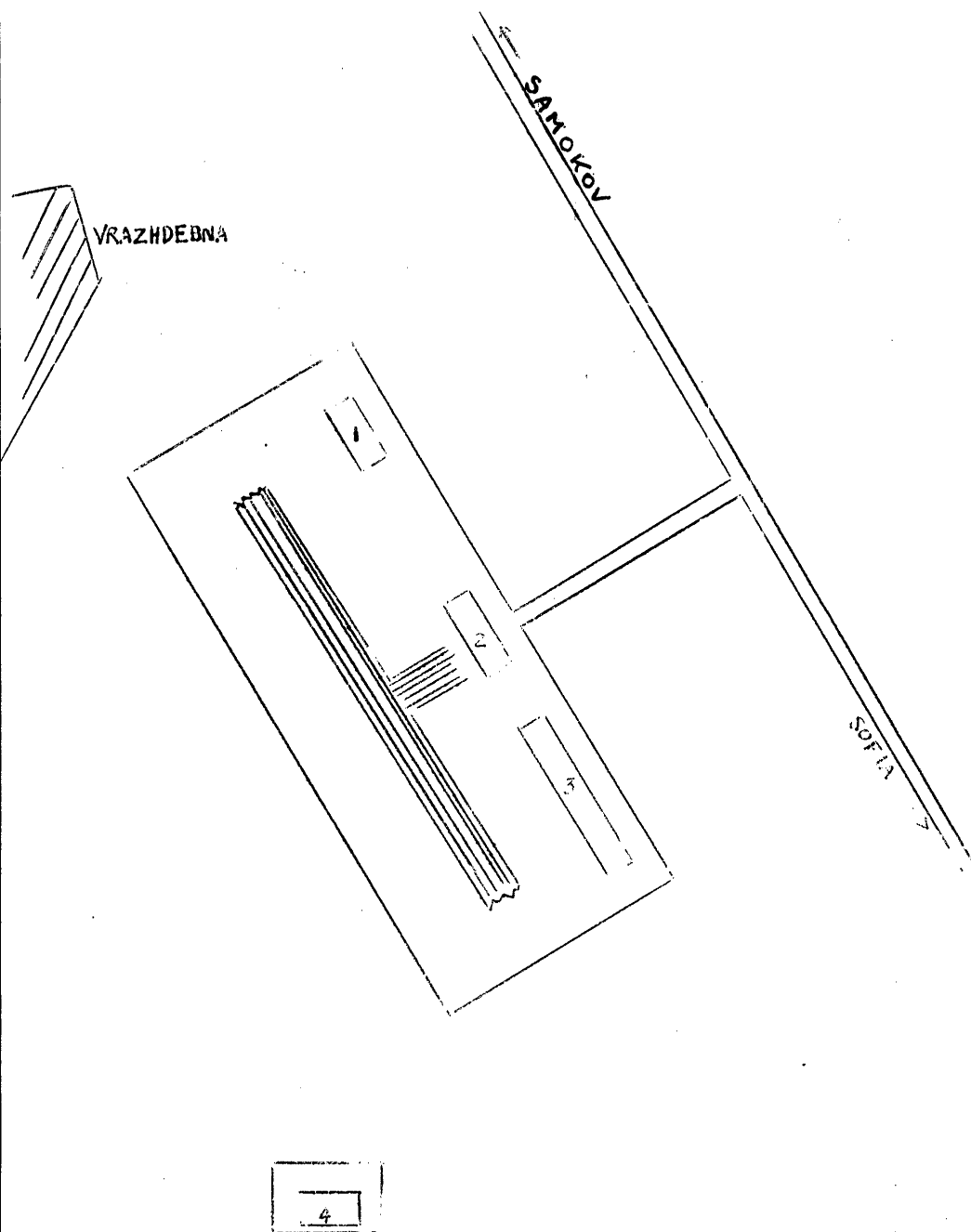
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APPENDIX F

The Sofia/Vrazhdebna Airfield



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